

## Claims:

1. A mount apparatus for mounting a variable  
compression ratio internal combustion engine in which  
5 the compression ratio can be varied by moving a  
cylinder block and a crankcase relatively along the  
axial direction of a cylinder on a vehicle body member,  
characterized by that:

said variable compression ratio internal  
10 combustion engine is mounted on said vehicle body  
member by at least two portions including a first mount  
portion provided on a transmission apparatus to which a  
crankshaft is linked and a second mount portion  
provided on the variable compression ratio internal  
15 combustion engine in a state in which said cylinder  
block is located above said crankcase; and

said second mount portion is provided on said  
crankcase.

20 2. A mount apparatus for mounting a variable  
compression ratio internal combustion engine in which  
the compression ratio can be varied by moving a  
cylinder block and a crankcase relatively along the  
axial direction of a cylinder on a vehicle body member,  
25 characterized by that:

said variable compression ratio internal  
combustion engine is mounted on said vehicle body

member by at least two portions including a first mount  
portion provided on a transmission apparatus to which a  
crankshaft is linked and a second mount portion  
provided on the variable compression ratio internal  
5 combustion engine in a state in which said cylinder  
block is located above said crankcase; and  
said second mount portion is provided on said  
cylinder block.

10 3. A mount apparatus for mounting a variable  
compression ratio internal combustion engine in which  
the compression ratio can be varied by moving a  
cylinder block and a crankcase relatively along the  
axial direction of a cylinder on a vehicle body member,  
15 characterized by that:

said variable compression ratio internal  
combustion engine is mounted on said vehicle body  
member by at least two portions including a first mount  
portion provided on a transmission apparatus to which a  
20 crankshaft is linked and a second mount portion  
provided on the variable compression ratio internal  
combustion engine in a state in which said cylinder  
block is located above said crankcase; and  
said second mount portion comprises a cylinder  
25 block side mount portion provided on said cylinder  
block and a crankcase side mount portion provided on  
said crankcase.

4. A mount apparatus for mounting a variable  
compression ratio internal combustion engine in which  
the compression ratio can be varied by moving a  
5 cylinder block and a crankcase relatively along the  
axial direction of a cylinder on a vehicle body member,  
characterized by that:

said variable compression ratio internal  
combustion engine is mounted on said vehicle body  
10 member by at least two portions including a first mount  
portion provided on a transmission apparatus to which a  
crankshaft is linked and a second mount portion  
provided on the variable compression ratio internal  
combustion engine in a state in which said crankcase is  
15 located above said cylinder block; and

said second mount portion is provided on said  
crankcase.

5. A mount apparatus for a variable compression  
20 ratio internal combustion engine according to any one  
of claims 1 to 4, characterized by that orientation of  
said first mount portion, said second mount portion and  
said variable compression ratio internal combustion  
engine is arranged in such a way that the direction of  
25 a rotation moment about an output shaft of said  
transmission apparatus that is generated upon  
combustion in the cylinder in said variable compression

ratio internal combustion engine to act on the variable  
compression ratio internal combustion engine becomes  
opposite to the direction of a rotation moment about  
said output shaft generated by a force that acts on  
5 either said cylinder block or said crankcase on which  
said second mount portion is provided on a specific  
occasion of changing the compression ratio of said  
variable compression ratio internal combustion engine.

10           6. A mount apparatus for a variable compression  
ratio internal combustion engine according to any one  
of claims 1 to 4, characterized by that orientation of  
said first mount portion, said second mount portion and  
said variable compression ratio internal combustion  
15 engine is arranged in such a way that the direction of  
a rotation moment about an output shaft of said  
transmission apparatus that is generated upon  
combustion in the cylinder in said variable compression  
ratio internal combustion engine to act on the variable  
20 compression ratio internal combustion engine becomes  
opposite to the direction of a rotation moment about a  
mount axis connecting said first mount portion and said  
second mount portion generated by a force that acts on  
either said cylinder block or said crankcase on which  
25 said second mount portion is provided on a specific  
occasion of changing the compression ratio of said  
variable compression ratio internal combustion engine.

7. A mount apparatus for a variable compression ratio internal combustion engine according to claim 5 or 6, characterized by that said specific occasion of changing the specific compression ratio is an occasion on which the compression ratio is decreased by moving said cylinder block relatively away from said crankcase.

8. A mount apparatus for a variable compression ratio internal combustion engine according to any one of claims 5 to 7, characterized by that said variable compression ratio internal combustion engine is an internal combustion engine for driving a vehicle of a front-engine front-drive type.

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9. A mount apparatus for a variable compression ratio internal combustion engine according to any one of claims 1 to 8, characterized by that the line connecting said first mount portion and said second mount portion constitutes a principal axis of inertia that makes the moment of inertia of a drive apparatus composed of said variable compression ratio internal combustion engine and said transmission apparatus minimum or lies within a predetermined range from said principal axis of inertia.

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